recommendations of these experts and the consequent re-organisation, it is expected that a saving of not less than Rs. 17,000 would be effected in the working of the Press for 1114, and that an annual saving of not less than Rs. 20,000 would be effected when the re-organisation is complete. The rules relating to the supply of stationery and the Government Gazette have been revised with the result that the savings under these items would be not less than Rs. 5,000 per annum. Another item of expenditure on which considerable saving has been effected is the Sirkar Stables. An annual saving of Rs. 12,000 would be secured by the re-organisation that has recently been ordered. Honourable Members must note that all these savings to which I have drawn attention are not merely savings effected in one particular year but annual recurring savings. The quest for economy and retrenchment will be pursued still further and every effort will be made to keep down the expenditure within reasonable limits. From the foregoing figures it will be observed that the Budget Estimate for 1114 shows a surplus of Rs. 3·40 lakhs. Last year I mentioned that in my opinion it will be prudent to prepare our annual budget with a margin of at least Rs. 3 lakhs. The surplus of Rs. 3·4 lakhs anticipated for 1114 would afford a safe margin.

THE COCHIN HARBOUR.

7. All the works in connection with the fourth and final stage of the Harbour are progressing satisfactorily. Practically the whole of the capital dredging and the reclamation have been completed. Only the dredging at the wharf site remains. The new bucket dredging plants have arrived and the vessels were put in commission after satisfactory trials. The construction of the ships' wharf is proceeding satisfactorily. One thousand and four hundred feet of steel sheet piles have been driven and the construction of the anchor wall is proceeding apace. The first consignment of electric cargo-handling cranes is expected to arrive from England shortly and their erection will be undertaken soon after. The construction of the warehouse at the wharf has just been commenced and the foundation piles have been driven. The Administration Block of buildings to accommodate all the offices of the port have been completed and occupied in February 1938. The power house at the Willingdon Island has been completed and three generating sets with a combined maximum output of 500 K. W. have been installed. With the extension of the pipeline from Ernakulam to Mattancheri, Willingdon Island will get a plentiful supply of fresh water from this source and the piping for the water main which will take off from the State's water main to Mattancheri is being

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laid. The construction of the rail and road bridge between Ernakulam and Vendurutti which is a major work in connection with the fourth stage has made satisfactory progress. The screwing of cylinder foundation has been completed and six of the spans have been erected. The embankment for the rail and road bridge across Vendurutti has been formed and the minor bridges over the principal pathway and across the main drainage canal have been finished. A major part of the material for the harbour railway has been acquired and over 1½ miles of tract laid. On the Ernakulam side the diversion from Edapilly is making satisfactory progress. It is expected that the rail and road bridge between Ernakulam and Vendurutti would be finished by March 1939 and the railway construction completed by January 1940. The warehouse, the ships' wharf and the erection of the electric cranes at the wharf will all be completed before March 1939. The total estimated cost of the fourth stage works is Rs. 92·23 lakhs. Out of this amount about Rs. 53½ lakhs have been spent up to the end of March 1938. In addition to this Rs. 20 lakhs has also been spent on the purchase of a new dredger for the port. This Government's share in the cost of the fourth stage works is approximately Rs. 61·48 lakhs. Towards this liability we have so far paid about Rs. 43·80 lakhs, thus leaving about Rs. 17½ lakhs to be paid by us in the course of the next two years. In addition we have already paid Rs. 13⅓ lakhs, being our share of the cost of the new dredger. So far as our advance for the dredger is concerned, the Harbour Authority is bound to repay the amount to us with interest at 4 per cent per annum in 20 equated annual instalments. Repayment has already commenced. The advance for the fourth stage works will, as Honourable Members are already aware, be paid in equated instalments over a period of 30 years with interest at 5 per cent per annum beginning from 1946.

THE TRADE OF THE PORT.

8. The trade of the port continues to be satisfactory except for the drop in the import of sugar to which I have already made reference. For the year ending 31st March 1938 the total tonnage of trade was 780,500 tons made up of 151,700 tons of exports and 628,800 tons of imports. Striking variations from the averages of the previous three years are noticeable in a drop of 63,000 tons in grains and pulse, 10,000 tons in coal and sugar and an advance of 28,000 tons in mineral oils, 7,000 tons in machinery, 15,000 tons in other imports and an advance of 14,000 tons in export including 7,000 tons of cashew nuts and kernels. On the whole the total trade during the year was only 23,000

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